

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
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Basic Information

Michigan [26] Saginaw County [145] Spaulding [75480] 0.4 MI N OF CURTIS ROAD 43-19-39 = 43.327500 083-58-06 = - 83.968333

9409 Highway agency district 4 Owner County Highway Agency [02] Maintenance responsibility County Highway Agency [02]

Route 0 MOWER ROAD Toll On free road [3] Features intersected COLE DRAIN

Design - main Concrete [1] Design - approach Slab [01] Other [00] Kilometerpoint 63.1 km = 39.1 mi

3 Slab [01] 0 Other [00] Year built 1920 Year reconstructed

Skew angle 0 Structure Flared

Historical significance Bridge is on the NRHP. [1]

Total length 41.1 m = 134.8 ft Length of maximum span 13.7 m = 44.9 ft Deck width, out-to-out 6.4 m = 21.0 ft Bridge roadway width, curb-to-curb 5.5 m = 18.0 ft

Inventory Route, Total Horizontal Clearance 5.5 m = 18.0 ft Curb or sidewalk width - left 0 m = 0.0 ft Curb or sidewalk width - right 0 m = 0.0 ft

Deck structure type Concrete Cast-in-Place [1]

Type of wearing surface Bituminous [6]

Deck protection

Type of membrane/wearing surface

Weight Limits

Bypass, detour length 0.3 km = 0.2 mi Method to determine inventory rating Allowable Stress(AS) [2] Inventory rating 17.3 metric ton = 19.0 tons

Method to determine operating rating Allowable Stress(AS) [2] Operating rating 38.2 metric ton = 42.0 tons

Bridge posting 00.1 - 09.9 % below [4] Design Load M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	116	Average daily truck traffi	5	%	Year	2007	Future average daily traffic	172	Year	2027
Road classification	Local (Rural) [09]		Lanes on structure	2		Approach roadway width	8.2 m = 26.9 ft			
Type of service on bridge	Highway [1]		Direction of traffic	2 - way traffic [2]		Bridge median				
Parallel structure designation	No parallel structure exists. [N]									
Type of service under bridge	Waterway [5]		Lanes under structure	0		Navigation control				
Navigation vertical clearanc	0 = N/A		Navigation horizontal clearance	0 = N/A						
Minimum navigation vertical clearance, vertical lift bridge						Minimum vertical clearance over bridge roadway	99.99 m = 328.1 ft			
Minimum lateral underclearance reference feature	Feature not a highway or railroad [N]									
Minimum lateral underclearance on right	99.9 = Unlimited					Minimum lateral underclearance on left	0 = N/A			
Minimum Vertical Underclearance	0 = N/A		Minimum vertical underclearance reference feature	Feature not a highway or railroad [N]						
Appraisal ratings - underclearances	N/A [N]									

Repair and Replacement Plans

Type of work to be performed	Work done by	Work to be done by contract [1]								
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	725000	Roadway improvement cost	75000						
	Length of structure improvement	61 m = 200.1 ft		Total project cost	800000					
	Year of improvement cost estimate									
	Border bridge - state					Border bridge - percent responsibility of other state				
	Border bridge - structure number									

Inspection and Sufficiency

Structure status	<input type="text" value="Posted for load [P]"/>	Appraisal ratings - structural	<input type="text" value="Meets minimum tolerable limits to be left in place as is [4]"/>
Condition ratings - superstructure	<input type="text" value="Poor [4]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Meets minimum tolerable limits to be left in place as is [4]"/>
Condition ratings - substructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of corrective action [3]"/>
Condition ratings - deck	<input type="text" value="Poor [4]"/>		
Scour	<input type="text" value="Bridge with 'unknown' foundation that has not been evaluated for scour. [U]"/>		
Channel and channel protection	<input type="text" value="Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly. [6]"/>		
Appraisal ratings - water adequacy	<input type="text" value="Equal to present desirable criteria [8]"/>	Status evaluation	<input type="text" value="Structurally deficient [1]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="29.8"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text"/>		
Traffic safety features - transitions	<input type="text"/>		
Traffic safety features - approach guardrail	<input type="text"/>		
Traffic safety features - approach guardrail ends	<input type="text"/>		
Inspection date	<input type="text" value="May 2011 [0511]"/>	Designated inspection frequency	<input type="text" value="12"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Not needed [N]"/>	Fracture critical inspection date	<input type="text"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>